

EDMONTON

--- IN THE ---

Great Wheat Belt

OF CANADA.

INFORMATION FOR INTENDING SETTLERS.

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P. E. BUTCHART

W. T. HENRY

THE Great West Land Co

BOX 168

EDMONTON, ALTA

YOUNG MAN STOP AND THINK.

You are starting out in life in one of the older settled countries where land is dear and wages are low, with but poor prospects of ever being able to own a farm of your own, and the outlook is discouraging. Let us place before your view a brighter and cheerier prospect. Why not come to a country where land is cheap, and little capital is required to start in the battle of life? In the vicinity of EDMONTON, the heart of the famous Saskatchewan Valley, in Northern Alberta, there are millions of acres of as fine land as the sun ever shone upon; lands that are free, or cost but a trifle compared with the price of land in the older settled countries; lands which will make you rich in a few years by their increase in value alone; lands near to markets, railways, schools, churches, etc. in a country where life is safe and property secure. Read this little book carefully; it will tell you much about this grand country. If you desire further information write us; we will be pleased to answer you as far as we can.

IMPROVED FARMS for sale in the Vermilion, Stony Plain, Sturgeon River, Fort Saskatchewan, Agricola, Clover Bar and Edmonton districts at prices ranging from \$5 to \$20 per acre.

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No charge for showing lands within a reasonable distance of the city.

PRIVATE AND COMPANY FUNDS TO LOAN
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The Great West Land Co.

BOX 168

EDMONTON, ALBERTA

Reference—Merchants Bank of Canada

The Great Wheat Belt

The Empire of Wheat

The wealth of the world is wheat. It is not only the ultimate measure of riches and the final standard of value, but it is wealth itself. As the wheat crop of the world is great or small, so the civilized world is rich or poor. This was true four thousand years ago and it is true to-day. Because there was always corn in Egypt, that country drew to itself the poor who needed food and the rich who looked for opportunity. Labor and capital, energy and ambition were brought together. The secret of the wonderful wealth and civilization of the Nile Valley four thousand years ago was its never failing crops of wheat.

Wheat is strength as well as wealth, and is as much the foundation and main stay of present day civilization as it was of the empires of Egypt and of Babylon. The advance of science and invention during forty centuries have not decreased but rather increased the pre-eminence of wheat in the life and work of civilized man.

The spread of the growth of wheat on the North American continent has been the spread of civilization; and is the foundation of the wonderful advance not only of North America but of the civilized world during the past half century. The possibility of wealth in the growth of wheat was the attraction which drew men on and on into the wilds of America, and the cheapened bread which was its result has improved the condition of the millions of civilized Europe.

Science and invention have been inspired and compelled by the necessities created by the growth, manufacture and distribution of wheat and bread. The Atlantic cables, the Atlantic liners, the railway systems of the two civilized continents, the lumber trade, the iron trade, the cotton trade, every branch

of commerce and industry depend on the yield and increase of wheat for their chief usefulness and final success. Upon the production of wheat is built the wealth, if not the very existence, of the civilized world, and even civilization itself. Therefore the opening of any considerable new area to wheat production is a matter of world-wide interest.

Wheat and Civilization

The region best adapted to the growth, and that can longest sustain the profitable production, of wheat has within itself the essential elements of civilized greatness, for not only will wheat buy every other product and the result of every industry on earth but the latitudes within which wheat is produced in greatest perfection are the latitudes in which civilized man and the civilization of which he boasts reach their highest development. The people of a wheat producing country are not always rich or highly civilized. But the fault is in the conditions surrounding the industry not in the industry itself. Under the conditions prevailing in America, the cultivation of wheat has spread an enlightened, a progressive and a wealthy people far and wide over the United States and Canada, has built great cities, and brought into being huge systems of commerce and industry, all dependent upon, and serving the needs of, the grower of wheat.

Climate and Wheat

Wheat is grown over a wide range of latitude and under many and various climatic conditions. In some respects it is the hardiest of small grains and in others the most delicate. In the earlier stages of its growth it will stand almost any vicissitude of climate, but as it nears maturity it becomes exceedingly sensitive to climatic disturbances. For about three weeks, while passing from the bloom to the mature grain it is especially sensitive to the slightest touch of frost, which is the great drawback of wheat grow-

ing in northern latitudes. A difference of one or two degrees in temperature on a single night during this period will make the difference between success and failure of a wheat crop, and mean thousands or perhaps millions of dollars loss to the region affected. Where the line between success and failure is so narrow it becomes possible to pass over it. The experience of half a century in all parts of North America has demonstrated that the general cultivation of the soil of any region tends towards the maintenance of an equal temperature, and therefore that many regions in which wheat did not mature successfully while the country was in a raw condition, become the most successful wheat producers when cultivation has become general. It is a fact that the regions of North America which are to-day recognized as the great sources of the wheat supply of the continent and of the civilized world are far beyond what were supposed to be the climatic limits of wheat production fifty years ago.

The March of the Wheat

The production of wheat is limited rather by conditions of soil than by lines of latitude. The most remarkable feature of the spread of the growth of wheat on the continent of America is the continual shifting of the centre of the wheat growing area and its continual progress in a northwesterly direction. The eastern states and provinces which were the great wheat producers of half a century ago now buy most of the wheat they need for their own bread, from states and territories which then were considered to be far beyond the climatic possibility of wheat. The cause of this remarkable change of the centre of production is the exhaustive character of the wheat crop. The character of the wheat plant may be varied to meet very different conditions of climate, but there is no substantial variation in the demand which this the richest and most concentrated of vegetable foods makes upon the soil—demands which only the most enduring of soils can re-

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spond to for many successive seasons. The soil of the forest and prairie lands of the northern states and of the eastern provinces of Canada was ideal for wheat production for a few years; but only for a few years. The top soil was rich but thin, and the sub-soil was poor. A few crops of wheat exhausted the native fertility of the thin layer of rich mould, and when that was gone and the ground had to be fed for each crop, wheat raising became unprofitable. Wheat was replaced by less exhaustive crops in the older settled country, and the wheat area pushed first further west and then further north where the native fertility yet remained in the soil. This process was continuous. The world's need of wheat carried civilization westward along the Great Lakes, westward and northward into the basin of the Mississippi, and still westward and northward into the valley of the Red River of the north. Forests were cleared and prairies brought under cultivation, roads were constructed, cities were built, vast industries established and civilization spread over the face of the earth, all because the world needed wheat. And although the wheat area moved always forward it still left smiling fields and happy homes behind, dependent on other resources than wheat, under conditions which made these resources of equal value with, but always because of, the wheat.

The Seat of Empire.

Wheat is the crop of the pioneer. It converts the natural fertility of the soil into cash in larger proportion and more quickly than any other means. The risks of course are great, but so are the chances of profit; and it is the chance of sudden wealth, or at least competence, which draws men on to do and dare as nothing else will. Once the native fertility of the soil is exhausted the settler must either turn to other branches of farming, or move on to regions of as yet unexhausted fertility. There are parts of the world where the soil is of such permanent richness that even continuous wheat

cropping will not exhaust it. Such are the alluvial plains of Hungary and the black lands of Southern Russia. Where such soil exists, under a suitable climate, its value to the world is universally recognized. In all the progress of wheat culture in the United States or Canada, no such land was found until the Red River of the north was reached, and there, beyond what was supposed not very long ago to be the extreme limit of profitable agriculture of any kind has been found not only a climate suitable to the production of wheat but an inexhaustible soil; a combination of soil and climate that has given the world its wheat of highest grade. This is not a new, it is an old story, established by experience extending over thirty years. The great flour mills of Minneapolis, the financial and railroad centre of St. Paul, and the great lake port of Duluth are all the outgrowth of the product of the Red River Valley which thirty years ago was an unknown and uninhabited waste. To-day the condition of the wheat crop in the Red River Valley is a matter of the deepest interest in all the commercial, financial and transportation centres of the world, and because of the especially favorable conditions of soil and climate will be so for generations to come.

The Need of Elbow Room.

But now that part of the Red River Valley which lies within the United States is fully occupied. Pioneer conditions have been succeeded by all the advantages of a high civilization. The soil is as rich as ever and the grade of wheat is still No. 1 hard, the standard of the world. Under these conditions the price of land is high, and so the very first and most essential condition which attracts the pioneer, cheap land no longer exists in the Red River Valley. If the flowing tide of population, the increase of many millions of people, is not to be thrown back upon itself to congest in the great cities or degenerate on sub-divided and worn out farms, the overflow of the most in-

destructive and ambitious people on earth—of Canada and the United States,—must find still further on a suitable field and elbow room for their life and labor, their energy and enterprise, preferably in producing the world's greatest need, more wheat. The international boundary, the 49th parallel, is merely an imaginary line, and it is worth while enquiring how far beyond that line the great wheat area, of which the United States' portion of the Red River Valley is a part, extends.

The Great Wheat Belt of Canada.

The usual similarity of soil and general conditions throughout the drainage basin of any river, or river system, is an accepted fact. The Red River of the north is not an isolated stream but a part of a great river system having the most remarkable similarity of soil, irrespective of considerable variations of climate, throughout its extent. It would be unprofitable to here go into a detailed description of the geography and geology of this region. There are, however, two great mountain divisions in the northern part of the continent. The wooded, rocky, low lying Laurentian formation or range which starts from the Atlantic coast, on the great river which gives it its name, skirts the Canadian lakes and stretches away northwesterly, a region of lake and rock and forest, until it meets the Rockies near the Arctic coast. The Rockies lie comparatively near to the Pacific coast, for the whole length of the continent. Their elevation is great and the country slopes from their base easterly to the valley of the Mississippi in the southern part, but in the northern part on the Canada side it slopes northerly as well as easterly until it strikes the barrier of the low lying but impenetrable Laurentian range. There is thus a great triangular area of fertile soil lying between the Rockies on the west and the Laurentian range on the east and north. This area for its whole length from east to west and for a width of some four hundred miles

from south to north along the north side of the international boundary is occupied by the drainage basins of the Red River and of the Saskatchewan, both of which empty into Lake Winnipeg and form part of the same river system, having the same general geological characteristics, and the same inexhaustible wheat soil. The wheat area of the Red River Valley within the United States is possibly two hundred miles in length from north to south; but on the Canada side the same advantages of soil with greater advantages of situation and climate extend northwesterly along the North Saskatchewan, to the Rockies a full thousand miles, with an average width of not less than two hundred miles. As already said, throughout this vast extent there are variations of climate and other conditions but the one distinguishing feature of the whole country is the deep black, wheat soil, a soil which will stand successive crops of wheat as no other soil in America will.

Proof by Results.

In case there may be doubts of the climatic or other advantages of that part of the Red River Valley on the Canada side, because of its more northerly situation it need only be said that the development in the provinces of Manitoba and the adjoining portions of the Northwest Territories is fully equal to that which has taken place in the United States. The city of Winnipeg, the lake ports of Fort William and Port Arthur, the two lines of railway to those ports, the network of railways throughout the province, and the huge yield of wheat for the past several years, unequalled per head of population elsewhere in the world, all tell their story of created wealth which can only rest on a foundation of most favorable conditions. Indeed so favorable are the conditions and so satisfactory have been the results that the lands of the Red River Valley on the Canada side are either actually occupied or held at such prices as to suggest to the pioneer the desirability of going

further west into the Saskatchewan valley to get as good soil more favorable natural conditions, and cheaper land, while still within the "Great Wheat Belt" of Canada, and of North America.

The Wonderful Chinook.

While there is a marvellous similarity of soil throughout the great wheat belt, extending from the head of the Red River in Minnesota to the head of the Saskatchewan in the Rocky Mountains, there are, as already said, very considerable differences in climatic and other conditions. The great and striking climatic difference between the extreme south eastern part of the wheat belt in the Red River Valley and the extreme northwestern part comprised in the western portion of the Saskatchewan valley, is the chinook wind. The chinook is the local name given to the west wind which blowing off the warm waters of the North Pacific carries a share of their warmth far inland, even over the mountain ranges of British Columbia. The chinook differs from the west wind that blows off the North Atlantic carrying warmth and moisture over Northern Europe, in that it has lost its moisture in passing over the mountain ranges intervening between the coast and the plains. The chinook is dry as well as warm, and the warmer because it is dry. It carries its warmth much further out on the plains than would be possible if it held moisture. The force of the chinook varies in various parts of the west, but its character of a mild, dry west wind is always the same. In Southern Alberta where the land is very high, sloping easterly and northerly from the still higher plains of Montana and Wyoming and where the intervening mountains are comparatively low, the west wind blows strongly in winter and in summer. It clears the snow off in winter making an excellent range for cattle the year round, but its drying effect in summer tends against success in grain growing. Further north when the drainage basin of the

North Saskatchewan is reached, the elevation of the country is less and the intervening mountains are higher. Consequently the chinook is not so strongly felt as in the south. The winter climate is modified, not reversed as in the range country, and the summer rainfall is sufficient for all the purposes of agriculture. There is a park-like growth of timber which shelters from the wind, so that the blizzards which blow so fiercely over the great bare eastern plains are here unknown. The snow comes late in the fall. There is generally good sleighing from about Christmas until the latter part of March. The snow is seldom drifted and never crusted. Outdoor duties are attended to without danger or discomfort all winter long. There are cold snaps of course, but they are generally of short duration, and mild weather predominates, but winter thaws are practically unknown.

Warmth in High Latitudes

It is a well established fact that the western part of the Saskatchewan valley has an ideal winter, owing to the influence of the chinook. But that influence extends much further north, and is felt even more strongly on the Peace River than on the Saskatchewan, so that the winter climate of that region from latitude 55 to 59 presents very little variation from that on the Saskatchewan in latitude 53. These are high latitudes compared with those of the agricultural sections of the Atlantic coast of North America, but are no higher than those at which agriculture is practicable and profitable in Northwestern Europe, which is similarly affected by the warm wind blowing off the Gulf stream. Edmonton, on the Saskatchewan, is in the same latitude as Liverpool, England, and St. Petersburg, the capital of Russia, is in latitude 60, much further north than any part even of the Peace River country.

The Far Northerly Range of Wheat.

As the region affected by the chinook lies along the base of the Rockies and the slope of the country is easterly it

is necessarily at a comparatively high elevation above the sea and this coupled with its northern latitude is apt to create the impression that the combination of high latitude and altitude makes the climate unsuitable for wheat. To prove that these influences are balanced by the effect of the chinook it needs only to be shown that wheat is grown successfully all the way from the international boundary in latitude 49 to Fort Vermilion, on Peace River, in latitude 58 1-2, a distance of 700 miles from south to north. The incontestible proof of successful growth of wheat is the existence and operation of flour mills, at various points throughout this great distance. There is a mill at Cardston and another at Raymond a very few miles north of the international boundary, one at Wetaskiwin, one at Leduc, one at Strathcona, one at Edmonton, one at Fort Saskatchewan, and one at Morinville. These last six are all in the drainage basin of the Saskatchewan; and all but one—Wetaskiwin—within a radius of twenty miles of Edmonton, in latitude 53 1-2. Two of them, Fort Saskatchewan and Morinville are twenty miles from the existing railway. All the mills mentioned are roller process and at this season are running night and day. Their product holds the local market against the competition of the great mills of Manitoba and competes with them in the common market of British Columbia. At Peace River Crossing in latitude 56 there is a steam mill grinding local wheat to supply the home demand, and at Vermilion, further down Peace River in latitude 58 1-2 is a fifty barrel roller process mill grinding on last season's crop. It may not be out of place to mention that a steam grist mill was first established at Vermilion in 1886, so that the growth of wheat there is not an experiment. Wheat is also grown and ground into flour at Fort Providence on the Mackenzie river in latitude 61, 150 miles further north than Vermilion. These facts establish a wide

range of climatic possibility under the moderating influence of the chinook, and prove conclusively that the Saskatchewan valley is far within the northern limit of the growth of wheat, and indeed in its western part is only midway between the possibilities existing at the international boundary and those of the lower Peace River at Fort Vermilion.

Limitations of the Wheat Belt

But while the marked feature of the drainage basin of the Red and Saskatchewan rivers is great and wonderful uniformity of fertility of soil, and while all parts are well within the northern limit of successful wheat culture, it would be a mistake to suppose that the conditions are the same, or are equally favorable throughout the whole area. As already indicated the country has an easterly slope from the base of the Rockies to the valleys of the Mississippi and Red Rivers. It has also a northerly slope to the Arctic Ocean as shown by the course of the great Mackenzie river. But this northerly slope is intercepted by the valley of the North Saskatchewan which cuts clear across the plains from the Rockies in the west to the Laurentians in the east and bars the northern extension of the high, dry, plain country which occupies such a vast extent of the western part of the United States. The highest part of the great plains lies in the States of Colorado, Wyoming and Montana. Because of their great elevation above the sea the climate of these states is too dry for successful agriculture, and they are devoted almost entirely to grazing. In its western part the international boundary approximately follows the watershed between the Missouri and the South Saskatchewan. The Missouri finds its way southeasterly into the Mississippi and the South Branch northeasterly into the main Saskatchewan. The streams which rising in the Rockies unite to form the South Saskatchewan show a rapid fall of the country northward

from the international boundary, so that while at the boundary line west of the 104th meridian the climate is as dry on the Canada as on the Montana side, the country falls so rapidly that at no very great distance, as the low lying lake and forest region bordering on the Laurentian formation to the east, or the Saskatchewan valley to the north is approached, the rain and snow fall become sufficient for profitable agriculture. Speaking roughly the southwestern portion of the Northwest Territories, which is drained by the streams which form the South Saskatchewan, is a modified continuation of the high dry grazing lands of Montana, but with naturally rich soil, a better growth of grass and a more general distribution of water. This is especially true of the foothill region. Further east in the drainage basin of the Red River, served by the Souris, the Qu'Appelle and the Assiniboine, and further north in the drainage basin of the north Saskatchewan with its southern tributary the Battle river, there is a sufficiently assured rainfall to make the difference between a grazing and a wheat growing country. The wheat belt does not extend due westerly from the Red River to the Rocky Mountains, but northwesterly, taking the drainage basin of the Red River northerly and westerly and then the drainage basin of the Saskatchewan westerly and northerly to the base of the Rockies, and still further northerly and then westerly to the Peace River. It is bounded along its northeasterly side by the Laurentian region of lake, rock and forest and on its southeasterly side by the high dry grazing region of the Great Plains.

Elevation above the Sea

The slope of the country from the boundary line, northward along the Rockies is shown by the elevation above the sea of the several townslaying almost on a north and south line, Cardston near the boundary is 3,700 feet above the sea. Calgary on the Bow River, 160 miles north of the boundary is 3,410 feet, Edmonton, on

the Saskatchewan is 2,177 feet. The elevation of Edmonton is that of the country generally, while the river at that point is not more than 2,000 feet above the sea. Winnipeg, on the Red River is about 750 feet above the sea. The difference in elevation between Winnipeg and Edmonton, nearly one thousand miles northwesterly following the wheat belt, is 1,400 feet, while the difference between Edmonton in the wheat belt and Calgary in the grazing region only 200 miles further south, if the upland level is taken in both cases, is about the same.

The Edmonton District

The Saskatchewan river rises in the Rocky Mountains and after a northeasterly and then an easterly course empties into Lake Winnipeg near its northern end. The Red River empties into the southern end of the same lake, and the outlet of the lake is to Hudson's Bay by way of the Nelson river which is the only break through the Laurentian region already spoken of. The Saskatchewan is of course the great physical feature of the region which it drains, and in the old trading and hunting days gave its name to the country. Now, however, only the region along the lower part of its course is known as Saskatchewan, while that in which it takes its rise and flows through for the first three hundred miles is called Alberta. The division is no doubt made in recognition of the difference in climate between the western and eastern portion of the region because of the influence of the chinook. Alberta is the territory which extends along the base of the mountains from the international boundary line north to the 55th. parallel, and takes in all the sources of both the South and North Saskatchewan, and in the northern part those of the Athabasca as well. For convenience the northern half of the district is known as North Alberta, and the name is taken to mean the grain growing part of the chinook belt as distinguished from the grazing region of Southern Alberta, where the chinook is more pronounced.

Of North Alberta the part covered by the actual drainage of the North Saskatchewan and served by the existing railway is commonly known as the Edmonton district, from the old Hudson's Bay trading post, and now the thriving town of that name on the Saskatchewan river, the northern terminus of the railway system of the continent. What is known as the Edmonton district extends from Ponoka, where the Calgary and Edmonton railway crosses the Battle river, seventy miles south of Edmonton, to the height of land between the Saskatchewan and Athabasca, fifty miles north of Edmonton, and as far east and west as settlement has gone. Within this area and particularly in the vicinity of the town of Edmonton, settlement has been established so long and has advanced to such a degree that the advantages of the country are now fully demonstrated and may fairly be taken to show, by comparison the capabilities of the surrounding regions according to their varying natural conditions.

The Favorite Field for Immigration

At present and for a number of years past, the Edmonton district has attracted a very large share, if not the largest share of the incoming population. This is the more remarkable because it is the furthest northwesterly point which immigration can reach by rail. It therefore costs more in time and money to get there than to get to any other district of the Canadian West. Being further from the eastern seaboard and from the commercial and manufacturing centres of the east, it is evident that supplies may be expected to cost more to bring in and produce more to take out than from any other section of the West. The preference shown for a district so situated can only be accounted for in one way, and that is by its superior natural advantages and resources, which more than balance the unfavorable features of its situation. It has all the advantages which belong to the eastern part of the wheat belt.

and many others which are peculiar to it.

Soil

Its deep, rich, black soil is as striking and universal a feature of the Edmonton district as it is of the Red River Valley itself. The black mould is from two to three feet deep on the high as well as on the low land, and indeed is frequently deepest on the tops of the gentle swells which pass for ridges or hills. The sub-soil is a yellowish clay, free from sand or gravel, and as capable of producing wheat as the black mould of the surface. Indeed it is an accepted fact that as the sub-soil is worked up amongst the mould the grade of the wheat grown on it is improved. On this richest of rich soil the growth of wild vegetation is of a variety and luxuriance that is of the tropics rather than of the temperate zone, and such as is seen nowhere else in the Territories, proving by the most incontestible evidence not only a rich soil but a favorable climate, and desirable conditions.

Grass

The rich growth of vegetation gives abundant and excellent natural pasturage for cattle, and the same growth ensures plenty of hay for winter feed at the bare cost of labor.

Woods

The growth of timber both small and large which alternates with open prairie throughout the district not only gives a most attractive appearance to the country but is of the greatest utility at all seasons of the year. In summer cattle are sheltered from the heat and in spring and fall from storms. The fierce sweep of the winds of winter is prevented and fuel, fencing and building material for houses and outbuildings is ready to hand at only the cost of the settlers' own labor. In this one particular of abundance of timber for farm and household use the advantage as compared with the bare prairie, counterbalances all the disadvantages

of extra cost of transportation by reason of distance north and west.

Coal

The Edmonton district not only has milder winter weather, less wind and more wood for fuel, than other parts of the West, but it has coal in abundance as well. Coal is the ideal fuel for a northern winter. It is so easy to handle, and gives such a strong and steady heat, that wood does not bear comparison with it. The Edmonton district has more good coal immediately available than any other coal area in the known world. Of course it is not found everywhere, but it is found in so many places as to give good ground for the opinion that it actually underlies the whole district. It is chiefly worked where the seams show in the cut banks of the Saskatchewan river or some of its tributaries, but sometimes it is quite close to the surface on level ground and is mined as stone is quarried. The prevailing price at the pit mouth is \$1.00 a ton, and the price delivered to customers in the town of Edmonton is \$3.00 a ton. The coal is in such quantity over such a large area that there is no danger of the supply ever being cornered. Its quality is first class for domestic use. It is very easily lit and controlled, and is free from soot. It is used for steam purposes as well, but is not of a good quality for blacksmithing. The seams occur at intervals as far east of Edmonton as Victoria on the Saskatchewan, 80 miles distant, and up the river to the mountains.

Timber

Besides the ordinary growth of poplar throughout the district, there are considerable areas of spruce suitable for sawing. The largest of these are westward up the river and in the foothills of the Rockies. This timber is sawn by local mills and sold retail at about \$18.00 per thousand feet. While the supply is not inexhaustible it is sufficient for many years and ensures building material to the settler at a moderate price. The ultimate supply of lumber for the great plains must

come from across the mountains in British Columbia, as indeed a great part of it does now, but the local supply is at least a check on outside lumber prices.

With a gently undulating surface and a good growth of timber the district is naturally well watered with lakes, creeks and rivers, and good water is generally easily procurable by digging wells.

Wood and water, hay and coal a luxuriant summer growth, and mild winter, a country pleasant to the eye and unequalled as giving health and vigor to the human system. These are the advantages which have so largely attracted settlers to this far western portion of the "Great Wheat Belt."

Summer Climate.

While the severity of the northern winter is, and no doubt always will be, regarded as a disadvantage by those who do not understand it, it is well to keep in mind the advantages of the northern summer, and of the northern climate all the year round in its effect upon the white races of mankind. No doubt the different divisions of the human family were so created that each should be specially fitted for one or another variety of climate and situation. Whatever the reason, the fact is that the white races live and flourish and reach their highest condition of development, physically, mentally, socially and politically in latitudes wherein winter is a pronounced and definite season. It is true that sometimes when transplanted to other regions, with other climates, they have flourished to a degree. But still it is to the region where winter reigns during part of the year that the world to day looks for its civilizing and directing force. That the wheat belt of Canada is in the latitude of pronounced winter is to its advantage as the seat of future civilization as well as of wheat production. The characteristic of the weather of summer in the Great Wheat Belt is its long sunny days and short cool nights. The wheat

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Winter Climate

And what of the winter? Although there is a great and striking difference between the winter climate of the eastern and western part of the wheat belt owing to the influence of the chinook in the western part, it must still be admitted that even in the west it is a region of pronounced winter, modified it is true in most seasons by the westerly wind, but for longer or shorter periods feeling the full effect of its northern latitude. While pointing out the great advantages of the prevalence of the chinook it would be unfair not to give full warning of the need of adequate preparation for longer or shorter periods of severe cold during the winter season. On the sufficiency of this preparation depends to a very great degree the satisfaction of the settler and his family with their new conditions. One of the great differences between a northern and a southern people is the superior forethought which is a part of the nature of the one, taught through generations to prepare for the cold of winter. The settler who allows winter to come on without proper preparation for the housing and supplying of his family and stock has only himself to blame for the discomfort and possible loss that may well result. "It's cold, but you don't feel it," is a common expression. The dryness of the air is given as accounting for the statement. It is quite true that an equal number of degrees of the dry cold of the Northwest is much more endurable than of the moist cold of the east. But in the Northwest the thermometer sometimes goes to a point at which comparisons cease to be of value. Then warm clothing, warm housing and plenty of fuel must be depended on for comfort. There is no need for anyone to suffer from the severe cold of winter, or indeed to do else than enjoy it, but it must be prepared for in a proper way at a proper time. Fur overcoats are a necessity to winter comfort, especially if the wearer has

to drive. Log or frame houses should be banked around the outside higher than the floor, and all houses should have double doors and windows. Young stock particularly should be comfortably housed during severe weather. It is true that many men never wear fur overcoats, that very few settlers' houses have double windows or doors, that a large proportion of the farm stock is lucky to have a shed to shelter in during winter, and that in a large majority of cases they come out all right in the spring. But the fact remains that there has been a great deal of discomfort and possibly loss which is the fault, not of the climate, but of the lack of preparation to meet the well understood possibilities of the climate. With proper preparations made in good time and with a sound constitution built up during the invigorating northern summer, there is no reason why the winter season at least in the northwestern part of the wheat belt should not be much more enjoyable than that of regions further south, and as a matter of fact it is. The always dry snow, the clear, bracing air, the lack of those sudden changes from thawing to freezing or from freezing to thawing which are the characteristic of more southerly winters, all tend to comfort and consequently to health and pleasure, especially in the sheltered park country which is protected by belts of woods from the terrible sweep of the winter wind continually blowing on the bare plains. The character of the winter climate of the Edmonton district may be judged from the fact that now and for years past freight is hauled all winter by team from Edmonton to the head of Lesser Slave lake and on to Peace River Crossing at the same rates as prevail in summer, although in many cases the freighter and his horses have to camp out at night. The distance from Edmonton to Peace River Crossing by the route taken is about 350 miles. This would not be possible, or if possible would not be undertaken,

under the conditions prevailing in a more southern or eastern winter.

Mixed Farming.

While the suitability of any region to the growth of wheat is the accepted measure of the value of its climate, soil, and general advantages, and while wheat is the main stay of agriculture and of civilization, it is not by any means the only or even the most profitable branch of agriculture under all conditions. There are risks of climate and of markets necessarily incident to dependence on a single crop which make it desirable for the farmer to vary his products, if the conditions of climate and soil permit. It is the drawback of a great part of the wheat belt, especially in the eastern portion, that the conditions are not favorable for varied or mixed farming, and the settler consequently risks each year's time, labor and expenditure on the chances of a single crop. When the conditions are favorable he makes money rapidly, but when they are unfavorable he loses just as quickly. It is universally accepted that mixed farming gives a more assured profit than mere wheat growing, and therefore the region best adapted to mixed farming is the most desirable field for settlement and especially for the making of a comfortable home. It is because of the opportunities which it offers for mixed farming, and not for wheat growing only, that the Edmonton district has recently attracted such a large share of the attention of land seekers from all parts of the world. The mellow soil and abundant rainfall are especially favorable to the growth of the coarse grains such as oats and barley, and the hardy roots and vegetables. This in addition to the luxuriant pasture, abundant water and desirable shelter makes for the successful rearing of hogs and cattle, the most profitable sources of the farmer's income.

Oats

The great crop of the district is oats. The soil and climate seem to be

especially suited to the production of this crop in greatest perfection and with the most complete assurance of success. The yield per acre and the weight per bushel are both extraordinary. The yield sometimes runs over a hundred bushels to the acre and the weight from eight to ten pounds over the standard bushel. Several thousand tons of Edmonton district oats of the season of 1901 were shipped to the British army in South Africa, the average weight of which was over forty pounds to the measured bushel, the standard weight of a bushel being thirty-four pounds. Because of the superior quality of Edmonton oats the Brackman-Ker Co., of Victoria, B. C., established a large oat meal mill in Strathcona, from which the demand of Alberta and the Kootenay is supplied.

Barley

Barley is a standard crop of the district. The yield is excellent, the crop assured and the quality first class. It is only grown for home consumption. After being crushed, frequently in conjunction with oats or inferior wheat, it is fed to hogs as peas are in Ontario or as corn is in the western states. Barley only requires a short season of growth, it is therefore sown after the wheat and oats, in what would otherwise be spare time. As compared with corn or pease as hog feed, it is a more certain crop and more easily handled than either. It yields as much feed to the acre, and mixed with wheat or oats produces a quality of pork superior to corn fed, and quite equal to the best pea fed.

Roots and Vegetables

Nothing need be said of potatoes, turnips, beets, carrots, onions, cabbages, celery, etc., except that they flourish exceedingly and furnish cheap and good food for man and beast, both for home consumption and for export.

No. 1 Wheat

Of wheat itself the red fife is the preferred variety. The average yield is shown in the reports of the Northwest government to be the highest in the

Territories, and the proportion of No. 1 quality is equal to that in any part of the Wheat Belt.

Grasses

Of cultivated grasses timothy grows well and is a standard crop. Red, White and Alsike clover grow well for one year but kill out the following winter. Small white clover grows luxuriantly and persistently. The principal wild grasses are red top, blue joint and pea vine.

Fruit, Wild and Cultivated

An evidence of the favorable nature of the climate is the abundance and quality of the wild fruits. Strawberries, raspberries, choke cherries, black currants, blue berries, high and low bush cranberries, saskatoon berries and many others grow in profusion, ensuring a succession of wild fruit from the strawberry season in July until the cranberry season in October.

Cultivated small fruits are grown without difficulty. Of these the red and white currant are the most hardy and prolific. But black currants, and the hardier varieties of the cultivated strawberry, raspberry, gooseberry and other small fruits, do well, without extra care.

Garden flowers such as daisies, pansies, verbena, stocks, phlox, asters, etc., grow luxuriantly. Wild flowers grow in the greatest variety and profusion, all summer long.

Several crab apple trees are in bearing in the district and there is every reason to believe that some of the hardy varieties of standard apples as well as cherries and plums will yet be grown.

Farm Stock, Cattle

In domestic animals hogs and cattle have the preference, the former somewhat in the lead. The comparatively mild winters are of the greatest possible advantage in the rearing of both cattle and hogs, and comfortable housing can be provided at the smallest possible expense. The cattle have the run of the prairie in summer as

that all they cost until the country becomes closely settled, is the hay which keeps them through the winter. Dairying is a most profitable branch of the cattle industry on account of the great flow of rich milk, due to the character of the pasture, and also to the cool nights and generally favorable condition of summer. Milking cows, which will turn the wild grass of the prairie into an article with which store bills can be paid and credit established are the first necessity and the most profitable investment of the new settler. The pasture and the flow of milk are independent of frost, drouth, rain or hail, any of which may destroy the settler's first crop, therefore his first dependence should be on the surest support, nature's pasture and cows. How important a part dairying has taken in farming operations in this district may be judged from the fact that one implement firm has already brought in this season a car load of cream separators for sale.

Hogs

As long as there is sufficient free pasture and as long as hay can be procured nothing pays better than milk or beef. But as the country becomes fenced up and the settler has to depend on the product of his own land for his support, his attention naturally turns to hogs. No. 1 wheat is always sure of a market, but, as wheat growers the world over know to their cost, all wheat is not No. 1 every year. The hog is a means by which inferior wheat and the larger yielding coarse grains and roots may be turned into a profitable, marketable product. The food value is so great in proportion to weight that it will bear transportation around the world and still leave a good margin of profit to the producer, as wheat will not. On the outskirts of settlement cattle are the best stock, but in the closely occupied districts hogs are the chief dependence of the farmer.

Horses

Horses do well, but can be reared so much more cheaply in the grazing reg-

ions of the south that the tendency is to import rather than rear them. Farmers of established standing rear their own horses and several horse ranches are being started in the outlying districts but horse rearing is not a leading feature in the Edmonton district as yet.

Sheep raising is a feature of the district and is being extended. Sheep also occupy a minor position, not because they do not do well, but because farmers find that hogs and cattle meet the conditions of segmented market better. A drawback to the rearing of sheep is the hog cholera animal resembling in some respects with the swine. The ewe, which is able to thrive particularly well in the partially settled districts of the north.

Poultry in the various kinds does well, the milder winters being greatly in their favor as compared with those of the southeasterly part of the Wheat Belt. Domestic chickens of many kinds flourish exceedingly and the export business in the West is a feature of the industry. Ducks are also raised in some extent. Turkeys are grown to an extent sufficient for the home demand, and the number is increasing. Domestic ducks and geese are also grown but the wild ducks and geese to a great extent displace the demand for the domestic varieties.

The products of the farm are the same as those in the provinces of Ontario and Quebec in Canada, and in the northern parts of the United States except that the side products which require longer and continued summer heat are not grown here while the main products which are the better of the longer and cooler summer season are grown to greater perfection.

As to markets.

A richly producing country must find a market for its products or it is smothered in its own fat. But it

does not smother for long. Given a sufficiently large assured production of food that the world needs and the market will find it, and transportation will be provided. The first requirement is that there shall be enough and to spare. In any part of a region of such extent and fertility as the Wheat Belt there can never be a question for any great length of time as to a market or as to facilities for reaching it. The greater the production the more completely will the distance between producer and consumer be overcome. The production of the Saskatchewan valley for export is only beginning, and yet its wheat goes east through Fort William to Britain and west to central British Columbia. Its fat cattle and butter go east to Britain and west and north to the Yukon. Its fat hogs go to the Kootenay mines and its bacon to the same mines and down the Mackenzie river to the Arctic Ocean. Its oats have gone as far as Cape Breton to the east and to South Africa and Australia by way of the Pacific ports. Eggs, poultry, vegetables and hay find an active market in the Kootenay mines of British Columbia.

For Wheat

Edmonton gets the benefit of the long haul principle on the export of wheat eastward. The rate to Fort William, 1,500 miles, is 18 cents a bushel. From Brandon, Man., 600 miles from Fort William, the rate is 9 cents a bushel, but in practice, owing to the large proportions of the local milling industry in the Edmonton district and the demand for flour both at home and to the west and north, instead of the Edmonton farmer getting nine cents a bushel less for his wheat than the Manitoba farmer, he has for several years past been getting as much or a little more. This season the standard price for No. 2 hard at Edmonton has been 58 to 60 cents while the Manitoba price at country points was 50c.

For Oats *See also page 86*

Owing to the extraordinary suitability of the soil and climate of the district to the oat plant, the crop is more prolific than wheat, and as the grain is not subject to damage by changes in temperature at the season of ripening it is the ideal crop for the new settlements, giving place to wheat as settlement becomes older and closer and the risks on wheat decrease. As the proportion of new settlement is as yet much greater than old, the acreage of oats is much greater than that of wheat. This condition has been stimulated by the ready market which was found for the surplus oats of the district in the Kootenay mines of British Columbia. From 20 to 25 cents a bushel for oats, which is the average for some years past, is considered as good to the farmer as 50 to 60 cents a bushel for wheat. With the rapid increase of settlement in the district the production of oats has now outrun the demands of the Kootenay. The surplus of the heavy crop of 1901 found a ready market in eastern Canada and in the needs of the British army in South Africa. The price went up to 30 cents a bushel. The present price is 20 to 22 cents, and farmers are holding for sale to new settlers and to supply expected railroad construction work during the coming summer. The existence of a local oatmeal mill has something of the same effect on the price of oats as the local flour mills have on wheat. The price for milling oats is always two cents a bushel over that for seed quality, and the demand is always good.

Beef for Britain

In view of the immense increase of production now in prospect as the result of the large influx of settlement, although the adjacent mining regions of British Columbia will take a portion of the coarse grains and vegetables of the western part of the Wheat Belt, these will have to find their ultimate export market in the form of pork and beef.

When turned into food of this condensed form the freight charge for taking to the seaboard, or the consumer wherever he may be, is some 60 per cent. of the total value, that is it becomes a primary consideration. In the case of wheat the freight from Edmonton to say Montreal is at least a third of the value at destination. On live cattle the freight is from a fourth to a fifth of final value, and on live hogs and bacon from a fifth to one sixth. The difference in price because of freight charges on live stock, on dressed meat, on bacon and the eastern and western part of the West. Wheat Belt is so slight as not to be a matter for serious consideration when compared with the superior advantages for raising it in the West. The fact that young cattle bred in eastern Canada are shipped by rail to the range country of Alberta to grow and fatten on the grass there before being shipped back through western Canada to the British market is evidence enough not only of the superior advantages of the western cattle raising, but of the fact that distance from market is not a bar to profitable feature of the case in marketing cattle from Alberta is that they can be taken from the pasture to market without intermediate stalling up. This makes them better value to the grower than cattle from more southerly localities. A large part of the surplus meat of Alberta is shipped to the Kootenay, and some go to the Yukon, but the principal surplus is shipped direct to England.

Hogs for Kootenay

Although the hog-rearing industry has reached larger proportions in the Edmonton district than in any other part of the Canadian West, the demand of the mining region of British Columbia has not yet been fully met. Live hogs, dressed hogs and bacon find a ready market in the Kootenay, and apparently with the increasing development of that region it will be many years before even the large pro-

duction of the Edmonton district will have to look elsewhere for an outlet. Three packing houses in Edmonton and Strathcona and one at Lodge, 20 miles south, cure bacon for export on an extensive scale, and very large shipments of live and dressed hogs are also made. Instead of its westerly location being a disadvantage the Edmonton district has a very distinct advantage in reaching its best market for hogs and hog products because of that location. This winter 1902-3 several large shipments of dressed hogs have been made to Australia by way of Vancouver.

Butter and Eggs. Butter and eggs, which have become an important export of the Edmonton district, also find their market in the Kootenay, and the demand is always in excess of the supply.

In considering the question of a market for Edmonton products it is in place to mention that a mountain region well timbered and highly mineralized, extends along the western side of the Rocky Mountains parallel to the grazing and wheat growing areas of Alberta and Athabasca, for a distance of a thousand miles. The mineral value of this vast region has been demonstrated. At the southern extremity it has been developed by railway, but the greater part of its extent remains to be developed. There is no such fortunate combination of valuable mineral territory lying so close alongside of a valuable agricultural region for hundreds of miles elsewhere in the known world. The complement of the other initial particular, the mountain regions full of minerals and timber but incapable of supplying itself with food. The prairie has an abundant food supply, from which a market must be found, and needing the timber for its better development. Situated between these great mining region the Alberta farmer has a better market for his pork, butter, eggs and poultry than if he were located near an eastern city.

The miner must buy everything. He wants it in large quantity and of the best quality and is able and willing to pay well for both.

Pacific Ports.

In considering the question of markets for the ultimate production of the westerly portion of the Saskatchewan valley, it is well to consider that the Pacific coast is only some five to six hundred miles distant. That all ports on the Pacific coast of Canada are open all the year round; and that therefore not only are shipments to the world's markets not restricted to the Atlantic seaboard, but there are distinct advantages in favor of shipment by the Pacific ports. The distance from Edmonton to the Pacific port of Vancouver is 800 miles. At present there is only one line of railway, but with the construction of other lines to other ports on the Pacific coast now in prospect, not only will the distance be lessened but increased facilities will be afforded.

Hudson's Bay Ports

Any part of the Saskatchewan valley is as near ocean navigation on Hudson's Bay as it is to the navigation of Lake Superior. And a port on Hudson's Bay is as near Liverpool as is Montreal. There is no immediate prospect of a Hudson's Bay railway but it is as well to recognize the market possibilities which go with the geographical situation.

Railway Facilities.—C. & E. Railway

The first intention of the government of Canada in regard to the Canadian Pacific railway was to construct it through the great Wheat Belt from Winnipeg to Edmonton and on to the Pacific coast by way of the Jasper Pass. Surveys were made over this route and a telegraph line built to Edmonton in 1879. But when the present Canadian Pacific railway company took over the uncompleted scheme and pushed it through, they decided on a change of route to secure the shortest possible line from ocean

to ocean. This carried the western part of the line through the southern grazing region instead of through the northern Wheat Belt, and left the whole Saskatchewan valley parallel to but 200 miles distant from a railway line. Of course serious agricultural development was impossible under those circumstances. In 1891, however, a branch line, the Calgary and Edmonton was completed to Edmonton. Although progress was slow at first yet once the railway was constructed the natural advantages of the district became known and development advanced with ever increasing rapidity. What was at first only a twice a week service by a mixed train from Calgary has now become a daily express service with daily freights as well. The distance from Edmonton by this branch to the main line at Calgary is 200 miles. The distance west to Vancouver from Edmonton by way of Calgary is estimated at 800 miles, and eastward to Winnipeg, at 1050 miles. The time for passengers to either Winnipeg or Vancouver is two and a half days from Edmonton.

Crow's Nest Railway and Connections

The Calgary and Edmonton railway extends southward from Calgary one hundred miles to MacLeod, where it connects with the Crow's Nest branch of the Canadian Pacific, an east and west line across the mountains. The Great Northern of the United States connects with the Crow's Nest road at Lethbridge 85 miles east of MacLeod, and at Morrissey, 150 miles west. There is therefore short rail connection with the western parts of the United States both east and west of the Rocky Mountains.

Railway Prospects.

In the years from 1891 until the present, while the Saskatchewan stood still in railway development the Red River region progressed rapidly. The Northern Pacific became a competitor of the Canadian Pacific throughout the province of Manitoba, and the whole Red River region became well

supplied with railways. The Saskatchewan was only entered by rail at two points, Edmonton and Prince Albert, 400 miles apart, by branches from the main line of the C. P. R. At last, however, the great fact has dawned on the minds of the railroad magnates of the continent that the Red River region is only the smallest part of the Great Wheat Belt, and that on the Saskatchewan lies the largest unbroken and undeveloped wheat area of the continent if not of the world.

The Canadian Northern Railway

The Canadian Northern Railway Company, purchasers of the Northern Pacific lines in Manitoba, operating 1200 miles of railway in that province and easterly to Port Arthur on Lake Superior, have just completed the location of a railway line from Dauphin, Manitoba, to Edmonton, a distance of about 700 miles. About 75 miles of this line at the Dauphin end is graded and partly bridged. The company will rush construction during the summers of 1903 and expect to reach Edmonton with their rails in the fall of the latter year. This company has also acquired a charter called the Edmonton, Yukon and Pacific, which extends from Edmonton through the Rocky Mountains by the Jasper Pass to the Pacific coast. This line is being surveyed westward 75 miles to the Pembina river and some forty miles of road constructed from its connection with the Calgary and Edmonton branch of the C. P. R. in Strathcona on the south side to the town of Edmonton on the north side of the Saskatchewan river. This short spur connecting the two sides of the river is operated by the Canadian Northern Company separately from the C. P. R. This company expects to rush grading work eastward from Edmonton during the coming summer, 1903. They are also surveying a line northwesterly from Edmonton to touch the Athabasca river at a point about 90 miles distant. This company's lines, existing and proposed will traverse the great wheat belt from the Red River

to the Rocky Mountains, and will render practicable the settlement and development of its vast extent. Being a direct route both east and west from Edmonton it will shorten the present railway distances to 850 miles from Edmonton to Winnipeg and 600 miles from Edmonton to the Pacific coast. Edmonton will then be only 150 miles further from an ocean port open all the year round than Winnipeg now is from the ports on Lake Superior which are open only part of the year and are still over a thousand miles from ocean navigation.

The C.P.R. and the Canadian Pacific Railway Co. are also alive to the advantages of the Saskatchewan region and are actively constructing on a branch of their main line which will traverse the wheat belt lengthwise but by a more southerly route than the C.N.R. line. This line is projected from their main line at the Manitoba boundary and running northwesterly crosses their Prince Albert line and the South Saskatchewan River at Saskatoon, thence still northwesterly until the Battle river is crossed and still northwesterly to Edmonton or westerly to Waskiwin on the Calgary and Edmonton branch, or possibly to both points. The line from Edmonton to the Battle river is already located and the surveys of the remaining portions of the line have been pushed vigorously all winter. The C.P.R. Co. declares its intention of pushing construction on this Saskatchewan line vigorously and at once.

The Grand Trunk Pacific

The Grand Trunk Railway Company is one of the largest, most powerful and best equipped railway systems on the continent. The main line of the company extends from Chicago through the state of Michigan and the province of Ontario to ocean navigation at Montreal and thence through Quebec and the State of Maine to the all-year port of Portland on the Atlantic coast. The province of Ontario

and Quebec are covered with a network of Grand Trunk branches. Up to the present the Grand Trunk has confined its attention to the development of its eastern business. But that is now in such a position that its growth demands that it reach out into new fields. The company has been attracted by the development attained and the still greater development in prospect in the Saskatchewan valley, and is now applying to parliament for power to construct a line from ocean to ocean through Canadian territory by way of the Saskatchewan valley, promising if the necessary authority is granted, to have the through line completed in five years. This promise might seem unreliable if made by any other company, but the Grand Trunk is noted for its success in the completion of stupendous undertakings which take rank among the greatest present day wonders of the world, such as the Victoria bridge across the St. Lawrence at Montreal and the Sarnia tunnel under the St. Clair river.

With three trunk lines owned by three great and competing companies traversing the Saskatchewan valley throughout its length a rapidity and extent of development may be looked for within the next five years such as has never been surpassed in the world. On the strength of this prospective development settlement has already spread far east and west of the present railway along the projected routes. Such are the attractions of the country that people have not waited for the railways to be built before settling. They have homesteaded, settled and bought land for a hundred miles east of the existing railway, in the fullest confidence that where there was so much good country railways were sure to come. And now they are coming with a rush.

Political and Social.

The social and political conditions of any country are as important to its population as the industrial and com-

mercial. Indeed it is in the enjoyment of advanced social and political conditions that the worker finds his reward for his effort and enterprise in industry and commerce. Because of unfortunate social and political conditions,—one the outgrowth of the other,—some of the most productive countries on earth are the abodes of poverty and serfdom. It is in the excellence of these conditions that the Canadian Northwest occupies its absolute pre-eminence. In no country of the world is there a greater degree of individual liberty or effective self government coupled with absolute security of life and property. This accompanied by low taxation and abundant natural riches available on the sole condition of usage, constitutes an ideal condition for energetic and ambitious people.

Government

Canada is a country, made up of several provinces; the national government having supreme control, but its authority in certain particulars being delegated to the governments of the various provinces or territories. The responsible system of administration prevails in the Dominion or national government, and in the local governments as well. That portion of the country known as the Northwest Territories is not formally constituted a province, but it has a separate local government of the same character and with exactly the same powers as to the subjects under its control as the provinces have. The local government controls the educational system, the municipal system and the administration of civil justice. It is responsible for all road ways and minor public works. The national or Dominion government controls the customs and excise, the criminal law, the railways, the militia, the mounted police, and administers the land, timber and minerals of the Territories.

Manhood Suffrage.

Voting for both Territorial and Dominion representatives is by man-

hood suffrage. The qualification is, "A male British subject, twenty-one years of age, who has resided a year in the Territories and three months in the electoral district immediately preceding the date of the writ of election. This is as wide a suffrage as exists anywhere in the world. Voting in both local and general elections is by ballot."

Administration of Justice

The administration of justice both civil and criminal is admitted to be unsurpassed in the world. There have from time to time been sufficiently startling proofs of the energetic administration of criminal law to show that instead of there being less safety of life and property here than prevails in more settled communities there is even greater safety. The bully and the rustler have no place in the frontier life of the Canadian West. While the administration of the law is effective no honest man has reason to complain of its being burdensome.

Taxation

Taxation is lighter than in almost any other civilized country. The chief source of revenue of the national government is the customs duties which stand at an estimated average of about 25 per cent. on dutiable goods, but there is a large free list; amongst the articles on which are binder twine, barbed wire, and cream separators. The territorial government levies no direct taxation for territorial purposes. In common with the provinces it receives from the Dominion treasury a yearly subsidy upon which the business of the local government is carried on, aid to schools is given and road improvements are made. There are no county municipalities organized, but where settlement is sufficient to warrant it certain areas are created "local improvement districts." In the Edmonton district these are generally a township in area. The inhabitants select an overseer, and a land tax of \$2.50 per quarter section is levied. This can be

increased by the vote of the ratepayers to \$5 per quarter section. The money so raised is expended by the overseer under direction of a resolution of the ratepayers in road improvement or in providing against prairie fires. There are town and village municipalities which have the right to tax and incur debt for municipal purposes.

Schools

There is also a system of taxation for school purposes. In country parts any four heads of families may petition for a school district, which cannot be more than five miles square, and must contain ten children of school age. The territorial government submits the question of erection of the district to a vote of the ratepayers, and if the majority is favorable the district is erected with full authority to tax and incur debt for school purposes. At present the school districts are assisted by the territorial government, the government paying considerably more than half the yearly salary of the teachers. The territorial government also makes large expenditures on resurfacing roads and important bridges. The total taxation which a farmer has to pay to the national revenue is under say, a 25 per cent customs tariff, and locally from two and a half to five dollars local improvement tax per quarter section, and from say four to eight dollars school tax per quarter section according to the circumstances of the district. The direct taxes go directly to the benefit of the people paying them, and instead of a portion of these direct taxes being taken by the local government, they are supplemented largely for schools and roads from the subsidy received by that government, which is its share of the national levy under a twenty-five per cent tariff.

Religion

Religious needs are well looked after by the missionary efforts of the various churches in the eastern provinces of Canada, which efforts are well sec-

ended by the resident population. The Sabbath is observed throughout the territories as rigidly as in any of the eastern states or provinces, and in all respects the population is on a religious equality with that of any other part of the world.

Taxation and Voting

There is no county debt to carry, no expensive staff of county officials to keep up. Money paid in taxes is paid only for strictly local benefit, the territorial government is a distributor of part of the Dominion taxation and the Dominion taxation is comparatively light. The method of administration is cheap and effective, and every man has full part in the direction of affairs. Where direct taxes are paid to local improvement districts or school districts, and in incorporated towns or villages only those who pay taxes can vote in the election of overseer, trustee or councillor.

THE TOWN OF EDMONTON.

The town of Edmonton is the chief commercial centre of the western portion of the Wheat Belt. It is the principal town on the Saskatchewan river and is the northerly terminus of the railway system of the continent. It is the wholesale centre and supply point for the MacKenzie river basin, a region of nearly two thousand miles from north to south by eight hundred from east to west. No other town or city in America is the undisputed trade centre of such a large territory, and no other town in the Wheat Belt has such a large area of unbroken fertility immediately surrounding and tributary to it. It is the commercial, industrial, educational, judicial, and official centre of Northern Alberta. At present it is a railway terminus, but bids fair to become before long a railway centre. It is on the transcontinental route of the Canadian Northern railway and beyond question will be the most important place on that line between Winnipeg and the Pacific coast.

Historical

Edmonton has been a place of im-

portance in the Northwest ever since the beginning of the last century, and how long before no one here knows. It was the site of rival forts of the Hudson's Bay and Northwest companies, until they united in 1821. In those early days, first the Northwest and then the Hudson's Bay company, carried trade across the continent, first from the St. Lawrence and then from Hudson's Bay, to the Pacific coast at the mouth of the Columbia. Edmonton was the point at which this trade left the navigation of the Saskatchewan to be carried by pack horses across the mountains to Boat Encampment at the extreme northerly bend of the Columbia. The surrounding country was rich in beaver, and the Blackfeet nation of the south came to Edmonton to trade. It was a rich trading centre and most important strategic point, consequently it was always strongly manned and—for those days—well fortified and armed. The large force of men caused the founding of a proportionately large number of native families, who, spreading over the Northwest, carried with them the memory of Edmonton as their birth place, or that of their parents.

The Transfer

In time the trade across the mountains was abandoned, the beaver were killed off and the Blackfeet traded at posts in their own country. At the time of the transfer of the Northwest to Canada in 1870, Edmonton had sunk to a secondary position except in name and as a centre of resident population. But gold had been discovered on the Saskatchewan in the sixties. This brought an influx of enterprising miners from across the mountains. Immediately after the transfer and the protection to life and property which accompanied the assumption of authority by Canada, the Edmonton settlement was begun, upon which in conjunction with the Hudson's Bay property, now stands the town of Edmonton.

The First C. P. R. Project

The Canadian Pacific railway project took shape during the 70's, with the survey of a line by way of Edmonton, and Edmonton was the chief objective point and depot for survey work and railway projects east of the Rockies. To such a pitch had public attention been drawn to Edmonton that in 1882 the year of the great boom a sale of Edmonton lots took place in Winnipeg which lasted one day and lots went at fabulous prices; but the next day the boom burst, and Edmonton was discredited for years as a consequence. To make matters worse the Canadian Pacific Railway Co. decided to carry their line 200 miles south of Edmonton by way of the Bow river instead of the Saskatchewan. This effectually shut out all hopes of early development.

The Northern Trade

But although progress was slow there was still progress. Supplies were brought up the Saskatchewan by steamer and after the C. P. R. was completed to Calgary in 1883, by wagon from that point. Owing chiefly to the efforts of the late Senator Hardisty, who was in charge of the Hudson's Bay Co. business here at that time the company decided to make Edmonton their base of supply for the Mackenzie river basin, the navigation of which is reached at Athabasca Landing, one hundred miles north of Edmonton. The Hudson's Bay Co. put steamers on the waters of the Mackenzie and traders followed. To-day the trade of that whole region is carried on from Edmonton.

Railway Construction

In 1891 the Calgary and Edmonton railway was completed to the south bank of the Saskatchewan opposite Edmonton. The disadvantage of being separated from the railway terminus by a wide river and deep valley was a serious drawback to progress. But the town became incorporated and during the following ten years unremitting exertions were put forth to secure the entrance of the railway into

to Edmonton. A railway and traffic bridge across the river was secured, built by the Dominion government at a cost of \$100,000, aided by \$25,000 from the town.

Railway Connection.

At last in October of 1902 the first railway train crossed the Saskatchewan into the town of Edmonton. Since then there has been no question as to its position or prestige, its present or future; for it is agreed that the town that could survive the disappointment of being left 200 miles off the line of railway for seven years, and then ten years of effort by the railway company to destroy it by building up a rival, must have within or about it the essential elements of success under ordinary modern conditions. This has been taken for granted to such an extent that both the Canadian Northern and Canadian Pacific surveys, although they cross the Saskatchewan at points below, are deflected into Edmonton. The former company has just closed an agreement whereby the company in consideration of a tract of 68 acres of land for yards, shops, and station, agrees to maintain the principal yards and shops on its main line west in Edmonton. It is expected that a similar arrangement will be made with the C. P. R., and it is hoped to do the same with the G. T. R., when that scheme is far enough advanced.

Situation and Advantages.

The town is situated on the north bank of the Saskatchewan river and overlooks the valley from a height of about 200 feet. The valley at this point is about a mile wide and the river from eight hundred to a thousand feet. For beauty of situation Edmonton is not excelled in the west. As both climate and situation are healthful, and being in the centre of a rich farming country living is cheap, it has become a desirable place of residence. Since the incorporation of the town every effort has been made to improve these conditions. There are seven miles of graded streets, ten

miles of sidewalks, and a first class fire protection service which includes a steam fire engine and all modern appliances. In 1902 the town decided to take over the electric light plant and install a waterworks and sewerage system under municipal control. The new electric light service is now complete and in full running order. The capacity is 450 horse power, capable of carrying 5,000 lights. The light is excellent and the rates moderate. At present 2,000 lights are carried. The same power answers for both waterworks and electric light. Water is taken from the river, and will be distributed from a water tower under ordinary circumstances, and by direct pressure in case of fire. The water and sewer systems are about half installed and will be completed during the coming summer. There will be four and a half miles of water pipes and four miles of sewer pipes when the present system is completed. Both are capable of all necessary extensions. Water is taken from the Saskatchewan so that the supply is inexhaustible and as the river is chiefly glacier fed it is beyond question as to quality. Edmonton is the only town in the west to have both electric light and waterworks under municipal control. The cost of the electric light system is \$45,000 and of the waterworks and sewerage \$80,000 and \$60,000 respectively. There is a complete telephone system which serves not only the adjoining towns of Strathcona and St. Albert but extends to Leduc, 20 miles south, Morinville, 20 miles north, and Riviere Qui Barre, 20 miles northwest. Poles are now being gotten out for a line to Fort Saskatchewan, eighteen miles down the river. There are at this date, March, 1903, in all 206 telephones on the system, of which 153 are in Edmonton.

Public and High Schools.

Edmonton makes strong claims as an educational centre. It now has the finest public school building in Canada west of the Great Lakes and

has a handsome high school building as well. Both are solid brick, and are complete in every particular. The high school has four rooms and the public school ten rooms. At present two high school and ten public teachers are employed and the total attendance is over 500. At the last midsummer examinations for the Territories, Edmonton high school passed more pupils than any other school in the Territories, except Regina, and a higher percentage of those trying than any other school. No charge is made to outsiders who attend the Edmonton high or public schools. There is also a Roman Catholic separate school having four departments and an attendance of about 150.

Low Retail Prices.

Being a wholesale point goods of all kinds are brought to Edmonton chiefly in carlots. This ensures the lowest rate of freight, and as the capital employed in the various lines of business is large and competition keen, retail prices of supplies are lower than at smaller places further east, and in many lines will compare favorably with Winnipeg.

A Centre of Fur Trade.

As a fur buying centre Edmonton is one of the most important on the continent. The furs of all the Mackenzie river system of water ways find their ultimate market through Edmonton and a very large proportion of them are bought here by the great fur houses of the world. There are eight fur buying firms and agencies here, and as a consequence the trader gets all there is in his trade, without delay or expense. Having sold his fur well, without going further east, he is naturally inclined to buy his outfit for next year's trade in the same place, and he does.

Judicial Centre.

A judge of the supreme court of the Territories resides in Edmonton, and court is held here regularly. There is a detachment of mounted police in charge of an inspector.

Amusements.

As an amusement centre Edmonton occupies a pre-eminent position, having the finest hockey and curling rinks west of Winnipeg, and plenty of men who like to play both games. There is also an opera house, in which the best companies which travel in the west have performed.

Agricultural Shows and Race Meets.

As the centre of the most thickly peopled and most fully developed farming settlement in the west it is a suitable place for agricultural shows and race meetings. The Edmonton Exhibition Association has a first class half mile track and fenced show ground with cattle sheds, stables, and agricultural hall beautifully and conveniently situated. Here the most successful exhibition and race meeting of the far west was held last year, and the expectation is that it will be bettered this year, 1903.

Religion and Charity.

The leading religious denominations are well represented. The Presbyterian, Methodist, Episcopal, Baptist and Roman Catholic churches would be an ornament to any town. The Presbyterian church, of solid brick, is a specially fine building and is claimed to be the finest Protestant church in the Territories. The St. Joachim's Roman Catholic church is also a very large, handsome and substantial building. The Salvation army have a detachment in Edmonton. There are two hospitals, the General, a large brick building under the management of the Gray Nuns of Montreal, and the Public, which is an enterprise of the charitable people of the town generally. Both are open to all without distinction of creed. There is also a maternity hospital under the charge of the Sisters of Mercy. The General hospital is the largest hospital building in the Territories and is complete in every particular.

Hotel Accommodation.

Edmonton has eight hotels of the various grades which are needed to

accommodate all classes of trade. Rates range from \$1.00 to \$2.50 a day.

Population and Assessment

The assessment of the town for 1902, was \$1,724,000.

The population by the census of 1900 was 2,650. But with the rapid increase which has since taken place it is now not less than 3,500.

Building and Building Material.

Building operations have been carried on briskly all winter, and preparations are made for an exceedingly lively building season during the present year. A number of handsome brick structures are now being arranged for. As the surrounding country does not afford stone, the important buildings are of brick, of which an excellent quality is made here. There are two large brick yards. The price of brick is \$8.00 per thousand for common, and \$15 for pressed. Edmonton has the only plant in the Territories for the manufacture of pressed brick.

Lumber is derived from the local supply of spruce, and from the forests and mills of British Columbia in the mountains and on the coast. Rough spruce sells at \$18 per thousand feet and dressed British Columbia flooring or ceiling at \$34.

Business Establishments

- 4 chartered banks.
- 2 wholesale grocery houses.
- 4 large, general, outfitting houses with retail departments.
- 3 hardware stores, wholesale and retail.
- 7 general stores.
- 1 dry good store.
- 3 gent's furnishings.
- 1 retail grocery.
- 5 drug stores.
- 2 furniture stores.
- 2 undertakers.
- 3 jewelry stores.
- 2 millinery stores.
- 2 stationery stores.
- 3 harness shops.
- 3 bakeries.
- 5 confectioners.
- 6 butcher shops.

- 8 hotels.
- 4 wholesale liquor stores.
- 5 restaurants.
- 6 livery stables.
- 5 feed barns.
- 5 implement agencies.
- 8 grain warehouses.
- 9 fur buyers.
- 1 auction room and second hand store.
- 1 seed store, wholesale and retail.
- 20 real estate offices.
- 3 loan companies.

Industrial Establishments

- 1 roller process flour mill.
- 1 saw mill.
- 1 electric light system, municipal ownership.
- 1 telephone system, local company.
- 2 brick yards.
- 3 pork packing establishments.
- 2 sash factories and planing mills.
- 2 cartage companies.
- 1 brewery.
- 1 aerated water works.
- 1 cigar factory.
- 1 marble works.
- 1 dye works and laundry.
- 5 Chinese laundries.
- 1 creamery.
- 1 soap factory.
- 1 gunsmith.
- 2 wagon shops.
- 3 shoe shops.
- 4 tailor shops.
- 5 barber shops.
- 5 dressmaking establishments.
- 2 photograph galleries.
- 2 semi-weekly newspapers.
- 1 daily newspaper.
- 1 hay baling establishment.
- 1 foundry and machine shop.

Public Institutions

- 2 high school departments.
- 9 public school departments.
- 1 separate school, 4 departments.
- 7 churches, Presbyterian, Methodist, Anglican, Baptist, German, Baptist, Roman Catholic, Greek Orthodox.
- 1 Salvation Army barracks.
- 3 hospitals, General, Public and Maternity.
- 1 public reading room.
- 1 club.

1 Agricultural Exhibition Association.

Public Offices

Dominion lands office.
Land registry office.
Customs office.
Clerk of court.
Police magistrate's office.
Seat of court for the district.
Post office.
Meteorological office.
Mounted police detachment.
Immigration hall.

Professions

8 law firms.
12 physicians.
3 dentists.
2 veterinaries.
1 land surveyor.
3 architects.

Societies

2 Masonic lodges.
1 Masonic chapter.
1 Oddfellows.
1 K. O. T. M.
1 Knights of Pythias.
1 A. O. U. W.
1 Woodmen.
1 A. O. F.
1 L. O. F.
1 St. Andrew.
1 St. Jean Baptiste.
1 C. M. B. A.
1 L. O. L.

Amusements

Curling club, with covered rink.
Hockey club with covered skating and hockey rink.
Golf club and links.
Opera house.
Rifle ranges.
Race track, and show ground.

Prices.

As the prices which the farmer has to pay for household supplies and farm machinery are of great importance to him, the following list is given of the retail prices in Edmonton early in March, 1903:

Groceries and Provisions

Flour, patent process per 100 lbs.
\$2.25.

Flour inferior grades \$1.15 to \$1.65.

Brown sugar, 18 lbs. for \$1.
 Granulated sugar, 16 lbs. for \$1.
 Loaf sugar, 12 lbs. for \$1.
 Black tea, per lb. 35c to 75c.
 Green tea, per lb., 35c to 50c.
 Coffee, 35c to 50c.
 Syrup, per lb. 5c.
 Evaporated apples and peaches per
 lb. 12-1-2c.
 Rolled oats per lb. 31-4c to 40-lb
 sacks.
 Beans per lb. 6c.
 Salt Bacon per lb. 12-1-2c.
 Smoked Bacon per lb. 15c to 20c.
 Smoked Hams per lb. 16c to 20c.
 Lard per lb. 15c.

Dry Goods.

Gray Cottons 5c to 12-1-2c a yard.
 Bleached Cotton 8c to 17c.
 Prints 8c to 15c a yard.
 Flannels 15c to 45c a yard.
 Blankets \$1.75 to \$5 a pair.
 Coal oil 45c per Imperial gallon.

Implements, cash prices.

Binders, Canadian, \$150.
 Binders, American, \$155.
 Mowers, \$60.
 Rakes, \$30.
 Wagons, \$75 to \$100.
 Plows, \$17.50 to \$28.
 Sulky Plows, \$55 to \$65.
 Harrows, \$15, three sections, and
 upwards.
 Drills, 15 shoe drill \$85, 19 shoe drill
 \$105.
 Binder Twine, 14c to 15c.
 Cream Separators \$75 to \$140, ac-
 cording to capacity.

Farm Produce.

Wheat, 50c to 58c per bushel.
 Oats, 19c to 22c per bushel.
 Barley, nominal, at 35c.
 Potatoes, scarce, 50c.
 Butter, 18c to 25c.
 Eggs, 20c to 25c in summer 15c.
 Live hogs, 41-2c to 5c a pound.
 Beef cattle, 31-2c to 41-4c a lb. live
 weight.
 Milch cows, \$30 to \$50.
 Team Horses, \$200 to \$300 per team.

SURROUNDING TOWNS AND VILLAGES

St. Albert is a village situated nine miles northwest of Edmonton on the Sturgeon river at its outlet from a river expansion called the Big lake. St. Albert is chiefly important as being the seat of the bishop of the Roman Catholic diocese of St. Albert whose jurisdiction extends over the whole of Alberta. There is, in connection with the mission, several large and handsome buildings, including the bishop's palace, and the convent of the Gray Nuns who conduct an orphanage and hospital. A large new Cathedral of solid brick is now in course of construction. This will be, when completed, the finest church building in the Territories. St. Albert is also an important business centre for the immediately surrounding settlements. It has two large general stores, two hotels and a number of other business establishments. It is on the surveyed line of the Pine river branch of the Canadian Northern railway, and the business centre of a large and prosperous farming settlement. It will no doubt have railway connection very shortly after the main line of that company reaches Edmonton.

Morinville.

Morinville, twelve miles north of St. Albert, has a roller process flour mill, two general stores, two hotels, and a number of other establishments which help to make up a town. It has telephone communication with St. Albert and Edmonton.

Fort Saskatchewan.

Fort Saskatchewan is situated on the south bank of the Saskatchewan river, about eighteen miles northeast of, and down stream from, Edmonton. Fort Saskatchewan is the headquarters of the Mounted Police in the Edmonton district, is the business centre of a well developed agricultural district, and has the surveyed crossing of the Saskatchewan river by the Canadian Northern railway. Fort Saskatchewan has a roller process flour mill, several large general stores,

two hotels, a large number of business places, and three churches, Episcopal, Methodist and Presbyterian. Fort Saskatchewan is an important point at present but with the construction of the Canadian Northern, its importance will be very greatly increased.

Strathcona.

Strathcona, situated on the south bank of the Saskatchewan opposite Edmonton, is the terminus of the Calgary and Edmonton railway and is the point of junction between that railway and the Edmonton, Yukon & Pacific, a part of the Canadian Northern system, which is operated to Edmonton. In some respects Strathcona is the business rival of Edmonton, and by reason of exclusive railway facilities held an exclusive position as the railway shipping point of the district for years. It has a large flouring mill, a large oatmeal mill, five grain elevators for shipment, two pork packing establishments, a foundry and machine shop, a large number of excellent commercial houses, hotels, churches, schools and all the marks of advancement pertaining to a progressive town. The town owns the electric light plant, and since its incorporation has made an excellent showing in grading and gravelling streets, and building sidewalks. Its high and public schools are the pride of the town, and the enterprise of its citizens in the cause of education has done very much for the name and progress of the place. The population at the census of 1900 was over fifteen hundred, and this has since very largely increased. It is now over 2,000.

Although Edmonton and Strathcona are business rivals to a certain extent, together they constitute a single centre of business having the largest population of any town in the Territories. Although rivals, the presence and growth of one is an assurance of stability and progress to the other.

Leduc

Leduc, situated on the Calgary and

Edmonton railway, twenty miles south of Edmonton, is the centre of a large and growing settlement. It is an important point for the shipping of grain, flour, cattle, hogs, butter and eggs and is the distributing point for a large area. Its industries include a first class roller process flour mill, and a large and complete pork packing establishment. It has the usual complement of business places, hotels, churches, etc., including a branch of a chartered bank, and is the distributing point for mails to several outlying post offices.

Millet.

Millet, nine miles south of Leduc, is also a railroad point, with post office, store, hotel and the beginnings generally of a thriving town.

Wetaskiwin.

Wetaskiwin, forty miles south of Edmonton is the largest town on the Calgary and Edmonton railway between Calgary and Strathcona. It is the centre of a large and prosperous farming district and is the chief point of departure from the railway line of immigrants for the country lying along the Battle river, both north and south for a distance of one hundred miles eastward. There are branches of two chartered banks, four large general stores, and a full complement of all lines of business which constitute a progressive western town, including a first class roller process flour mill. Wetaskiwin is a heavy export point of grain, flour, cattle, hogs, butter and eggs.

Ponoka.

Ponoka, sixty miles south of Edmonton is beautifully situated on the north bank of Battle river. In its present condition it is the growth of not more than three years, and is now one of the brightest and most progressive towns on the line. It is somewhat hampered by the proximity of a large Indian reserve to the north. But settlement is extended east and west up and down Battle river for a distance of from twenty to thirty miles,

and the rush of the present year is certain to carry it very much further. As the settlement has chiefly been made within two years it is only beginning to be productive; but the people, who are mostly from the Western States, are energetic and progressive and are certain to succeed. There is a saw mill at Ponoka which operates on the timber brought down the Battle river, and in the settlements to the westward several small portable mills are operated, furnishing cheap building material to the settlers. There are sub-land agencies for receiving homestead entries at Leduc, Wetaskiwin and Ponoka.

FARMING SETTLEMENTS

For a distance of twenty miles in all directions from Edmonton the homestead land has been taken and the C. P. R. lands purchased. All of this land is not actually occupied, and of what is occupied only a part is cultivated, but occupation and cultivation are increasing every year, and within this radius there are now all the advantages of an advanced civilization—roads, schools, churches, post offices, mills, telegraph or telephone service and every convenience pertaining to a well settled community in eastern Canada or the States.

Stony Plain.

West of Edmonton is Stony Plain settlement, with two post offices, Spruce Grove and Stony Plain, and a semi-weekly mail service. The area, population and advancement of this district may be judged by the organized school districts which it comprises. These are, Haron, Lacerte, Spruce Grove, Glory Hills, Stony Plain Centre, Stony Plain, Rosenthal, Warden and Splana. The population is largely German Austrian, but there are besides a large number of English speaking Canadians and Americans.

Morinville and Glengarry.

Around and beyond St. Albert lies a large area of a well settled country which includes the school districts of

St. Leon, St. Albert, Bellerose, Cunningham, Turcotte, Boulais, Roseridge, Glengarry, Granger, Camilla, Morinville, Lone Spruce, Egg lake and Independence. Two telephone lines branch from St. Albert, one north to Morinville and the other northwest to Riviere Qui Barre. These lines are connected with Edmonton from St. St. Albert. There is a semi-weekly mail service from Edmonton to St. Albert, and a weekly service from St. Albert to Morinville, Egg lake, Legal, Riviere Qui Barre and Villeneuve. The majority of the people of these settlements are French-Canadians, but there are a large number of English speaking Canadians, Americans, Germans and Belgians.

Belmont and Sturgeon.

Directly north of Edmonton are the Belmont, Horse Hills, Sturgeon and North Sturgeon settlements, comprising the school districts of Belmont, Turnip lake, Poplar lake, Horse Hills, Sturgeon, Sunnyside, New Lunnon, Bon Accord and Excelsior. The population is almost entirely English speaking Canadian. The post offices are; Namao, Duagh, New Lunnon and Bon Accord.

Lower Sturgeon.

Further to the north and east are the lower Sturgeon settlements with the school districts of Lamoureux and Cruezot. The Lamoureux post office has a semi-weekly mail service. The settlers in this district are mostly French-Canadians but there is a mixture of other nationalities.

Rabbit Hills and Ellerslie

Directly southwest of Strathcona and south of the Saskatchewan river are the school districts of Rabbit Hill, White Mud and Spruce Dale. Directly south and southeast of Strathcona are the school districts of Oliver, Mill Creek, Sandy lake, Wimbeldon, Colchester, Otokwan, Fouquet, Beaumont and Plante. There is a post office at Ellerslie siding, and another at Beaumont. A large proportion of the people in these districts are English speaking Canadians, but there are

also two settlements of Germans and one settlement of French-Canadians.

Clover Bar

Northeast from Strathcona on the south side of the Saskatchewan, following the course of the river, are the school districts of East Edmonton, Salisbury, Hillsdale, Agricola, Baker and Partridge Hill. These settlements are chiefly occupied by English speaking Canadians and are very fully developed. There are post offices at Clover Bar, East Clover Bar and Agricola, served by a semi-weekly mail.

Fort Saskatchewan

Further northeast and south of the Saskatchewan are the school districts of Saskatchewan, Fort Saskatchewan, Bartle, Pleasant View, Josephburg, Deep Creek, Good Hope and Bruderheim. These settlements are also chiefly occupied by English speaking Canadians except Josephburg and Bruderheim which are German. There are two post offices in these settlements, Beaver Hills and Bruderheim.

Beaver Creek

Still further east are the school districts of Beaver Hills, Bloomfield, Creekford, Lime Stone Lake, Wostok, Whitford, Manawan and Victoria. There are post offices at Star, Wostok, Whitford and Pakan, or Victoria. The settlements at Beaver Creek are English speaking Canadian. Beyond that are the largest Galician settlements in the Northwest extending easterly and northerly beyond Victoria on the north side of the Saskatchewan. Whitford and Victoria were originally half-breed settlements, but the Galicians now largely outnumber the half-breeds.

Beaver Lake and Vermillion

Southeasterly from Beaver Creek school district or Star post office lie the large and attractive Beaver lake and Vermillion river districts and settlements. In these are the school districts of Ross Creek, Logan, Tofield, Northern, Beaver lake West, and Vegreville. The post offices are Ross Creek, Logan, Tofield, Northern, Beaver lake and Vegreville. This is the

area of country which is now attracting the greatest share of the attention of intending settlers. Beaver lake is 40 miles due east of Edmonton and the Vermilion 20 miles further east. Settlement in this district has now extended for about 80 miles due east of Edmonton. In the Vermilion district there are now some 17 or 18 townships in which the railway land, that is to say the odd numbered sections in each township, have been purchased by intending settlers. This section of country depends for development upon the construction of the C. N. R., the surveyed line of which passes through it a short distance north of Vegreville post office.

West of Leduc

Coming back to the railway line there are west of Leduc the following school districts: Michigan Centre, Ku'm, Humble, Willow Creek, Conjur-ing Creek, Wilton Park, Rose Hill, Dah'green. There are two post offices, Calmar and Conjur-ing Creek, served by a semi-weekly mail from Leduc. The settlers in this locality are almost entirely English speaking from the United States. There is however a considerable Scandinavian settlement. Settlement is pushing westerly from Leduc following the south bank of the Saskatchewan, in what is said to be a particularly fine country.

East of Leduc

East of Leduc are the school districts of Saron, Fredericksheim, Sunny Vale, Park Dale, and Willowridge. A considerable portion of these areas are occupied by Germans and the remainder by English speaking Canadians. For a township on each side of the railway both north and south of Leduc the railway land has been purchased as well as the homestead land taken.

Battle River District

Eastward from Wetaskiwin and Pothoka for a distance of from forty to sixty miles along the Battle river and for about forty miles from north to south, the odd numbered sections have almost entirely passed out of the hands of the railway into those of pri-

vate individuals. This is the best indication that can be given of the the great rush of settlement into that district within the past three years. In this district are the post offices of Bittern lake, Duhamel, Ferry Point, Angus Ridge, Lewisville and Asker, There are also a number of organized school districts.

CLIMATE OF THE EDMONTON DISTRICT.

The seasons are divided as follows ;

Snow leaves, plowing begins and river breaks up early in April. Rains begin, crop grows, and trees leaf out in latter end of May. June and July are the months of principal rainfall and growth. Crops begins to ripen in August. but September is the harvest month. Crop growth ceases in September with the early fall frosts, averaging about the 20th. The ground freezes and the river closes early in November. Sleighing generally comes late in December, and continues until more than two feet. seldom drifted and never crusted.

The following table gives the highest and lowest temperatures at the government meteorological office, Edmonton, for the months and years mentioned. Also the actual average temperature for the month ;

1898.	Highest	Lowest	Average
May.	81	29	55.1
June,	94	25.5	59
July,	87	40	62.9
August,	87.5	39	62.9
September,	80	29	52.8
October,	58	16	35.5
November,	51.5	-21	22.6
December,	47.5	-32	23

1899.

January,	44.5	-25	9.2
February,	53.5	-41.5	2.8
March,	39	-21	8.5
April,	71	-6	36.8
May,	75	10.5	47
June,	81	35	57
July,	82	32.2	56.1
August,	82	32.5	55.7
September,	77	32	53.2
October,	82	12.3	38.2

1898.	Highest	Lowest	Average
November,	50	-20.5	21.8
December,	53	37	14.4
1900.			
January,	48	30	17.1
February,	40	-40	5.5
March,	55	-20	19.9
April,	78	26	46.4
May,	78	32	55.7
June,	88	37	59.4
July,	82	38	59.4
August,	80	33	56.1
September,		31.6	20.8
October,	68	22	40.4
November,	62	-16	21.7
December,	44	-9.5	23.1
1901.			
January,	45	-29	13.0
February,	56	-27	14.9
March,	50	-12	28.2
April,	69	10	39.8
May,	87	30	54.8
June,	80	34	53.1
July,	83	42	60.9
August,	85	38	61.4
September,	77	26	45.1
October,	74	10	47.2
November,	59	-3	22.0
December,	45	-24	20.5
1902.			
January,	45	-30	17.4
February,	49	-15	16
March,	51	-28	21.9
April,	73	23	41.8
May,	86	28	53.1
June,	76	31	52.4
July,	87	41	61.1
August,	81	34	60
September,	77	25	49.4
October,	75	22	44.2
November,		59	23.8
December,	41	-35.5	5.8
1903.			
January,	47	-28.5	12
February,	48	-35.5	18

The minus mark in the above table means below zero. Frost is 32 degrees above freezing. The killing fall frost takes place in September. In 1902 this frost was on the 17th when the thermometer registered 25 degrees of heat or seven degrees of frost. This is about the usual date of the coming of the fall frosts. August is the month of greatest danger from frost, as owing to the condition of the wheat crop then it will suffer greatly from even a slight frost.

The following table gives the inches of water falling as rain or snow, and highest velocity of wind for each month mentioned.

1899.		
January,	1.09	19.0
March,	.33	14.3
April,	1.7	21.3
May,	2.28	26.7
June,	2.93	15.0
July,	6.43	8.0
August,	6.43	12
September,	1.4	14.3
October,	1.07	17.5
November,	.78	10.0
December,	.78	10.0

1900.		
January,	.78	9.0
February,	2.18	15.0
March,	1.93	12.0
April,	2.60	21.0
May,	2.71	14.0
June,	8.77	12.0
July,	3.91	12.3
August,	4.18	14.0
September,	3.16	20.3
October,	1.16	17.0
November,	.18	14.0
December,	1.25	12.3

1901.		
January,	.46	13.7
February,	1.5	13.3
March,	.30	28.7
April,	1.11	10.3
May,	2.02	12.7
June,	3.00	13.0
July,	11.10	12.0
August,	.72	9.3
September,	4.23	17.3
October,	.47	15.0
November,	.11	22.0
December,	.1	20.0

1902.		
January,	.78	12.3
February,	.80	14.
March,	.22	22.3
April,	.69	18.
May,	7.67	14.
June,	1.95	8.3
July,	3.74	18.
August,	1.72	19.
September,	1.28	22.5
October,	.30	12.7
November,	1.20	15.
December,	1.05	12.7

1903.		
January,	.97	24.
February,	.26	27.

In the above table the precipitation is given in inches of water. One inch of rain is estimated as equal to ten inches of snow. In November, December, January, February and March the number of inches of precipitation given must be multiplied by ten to give the depth of snow falling.

Official Auditor for
Town of Edmonton, and
The Canada Permanent and
Western Canada Mortgage
Corporation.

T. A. Stephen

**General and
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**Collection of Rents and
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CHOICE LANDS in the
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Agricola, Clover Bar, Big
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From \$5.00 an acre up.

Main Street and Residential Lots

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Crafts & LeeDEALERS IN
FARM AND CITY**Real Estate**

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50,000 Acres of Improved and Unimproved Farm Lands for sale in the Edmonton District. Maps, Price Lists and further information supplied on application.

Reference:

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INSURANCE,
REAL ESTATE
MONEY TO LOAN.

Town Property and large tracts of Improved and Unimproved Lands for sale on easy terms, in the Edmonton and adjacent Districts.

If you wish to buy or sell, call or write. Information cheerfully given. Maps supplied. Correspondence invited.

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STAPLE and FANCY DRY GOODS.

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MENS' FURNISHINGS.

BOOTS and SHOES.

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Largest Manufacturers between Ontario
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MOULDING, Etc.

We handle also Alberta and B. C.
Lumber of all kinds, Shingles, Lath
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Great West Saddlery Co.

Is one of the oldest established
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We carry a stock of Harness and Saddles, etc. that are exactly suitable for this section of country, and our prices compare favorably with eastern prices. For instance: We sell $1\frac{1}{2}$ Team Harness, with $2\frac{1}{2}$ in. flat traces, Concord hames, Concord collars, backbands and Crotch breeching, all complete for \$35. We also carry a large stock of Trunks and Valises, Whips, Sweat Pads, Tents, Horse Blankets and Robes, and everything for the horse.

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BE A HOME **OR AN** **INVESTMENT.**

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20,000 Acres of First-class uncultivated Alberta Soil to choose from close to the proposed main line of the Canadian Northern Railway at \$8.00 per acre and up on very EASY TERMS.

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New and comfortable residences and beautiful residential lots in all parts of the City.

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CAPITAL PAID UP, - \$1,000,000
RESERVE, - - - \$ 300,000

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A full Stock always on hand, consisting in
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We have 20,000 acres of specially selected Farm Lands for sale in the the Beaver Lake, Vermillion, Birch Lake, Lake St Ann and Egg Lake Districts.

Call or write for Prices, Maps and further information.

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Store always carries a full line of
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And all sundries in the General Store
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Do You Want

Farms?

IMPROVED OR UNIMPROVED

Main Street Corners and Lots, Lots in any part of the Town, Dwelling Houses and Lots. I have them at all prices and terms.



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On Improved Town and Country Property.



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Every person should see that they are insured against loss by fire. I represent two of the oldest and best companies in the world

F. FRASER TIMS

Commission Broker,

Edmonton, Alta

IMPERIAL BANK OF CANADA.

Capital Authorized	\$4,000,000 00
Capital Paid up	2,964,794.00
Reserve	2,520,076.00

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CONFECTIONERY
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CIGARS AND SOFT DRINKS
JASPER AVE. EDMONTON

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REST, 2,500,000

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*For your Clothing, Men's Furnishings
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Largest Stock in Edmonton to choose from. Every
thing a man wears and at prices which
defy competition.

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Having one of the best equipped shops
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BOILER, ENGINE, MACHINE WORK
ON SHORTEST NOTICE.

Foundry work promptly attended to.

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WE carry the largest Stock in the country and deal in all kinds of goods required such as DRY GOODS, BOOTS and SHOES, READY-MADE CLOTHING for Men, Women and Children, GENTS' FURNISHINGS, HOUSE FURNISHINGS, HARDWARE, CROCKERY, GLASSWARE

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Traders Find It

TO THEIR ADVANTAGE to buy from us, as we can supply them from top to bottom with everything needed. We buy in large quantities and get cheap prices by doing so. We are thus enabled to quote goods very low. We

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CASH and LAND SCRIP BOUGHT and SOLD. We have wild and improved FARMS FOR SALE in all parts of the country, also EDMONTON TOWN PROPERTIES. Money Loaned.

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FREE Homestead Lands

TOWNSHIP PLAN NORTH

Range No.

1	6	5	4	3	2	1	6
36	31	32	33	34	35	36	31
25	30	school	28	27	26	25	30
24	19	20	21	22	23	24	19
13	18	17	16	15	14	13	18
12	7	H.B.C.	8	9	10	11	7
1	6	5	4	3	2	1	6
36	31	32	33	34	35	36	31

WEST
Tp.
No.

EAST
Survey Mounds and Stakes on South and
West sides of Road Allowances.

SOUTH

Heavy lines are Township outlines, also road allowances.
Light lines road allowances.

Dotted lines not road allowances.

School reserves Sections 11 and 23.

H. B. Co.'s reserves Sections 8 and 36.

No. H. B. Co. reserves north of the Saskatchewan River.

Other even numbered sections Free Homesteads.

Other odd numbered sections belong to C. P. R.

Townships number consecutively from the International
boundary north.

Ranges number consecutively west from principal Meri-
dians 1, 2, 3, 4 and 5.

Homestead right may be acquired by any person who is
the sole head of a family, or by any male over 18
years, to the extent of 160 acres, or one quarter
section.

Entry fee, \$10.00.

Patent granted in three years. No fee on proving up.

Patent is earned by residence on homestead six months
in each of three years, and cultivation of a reason-
able portion of the land.

Residence is permitted with parents of homesteader, if
they reside on a farm in the vicinity.

Or upon any land in the vicinity owned by the home-
steader.

C. P. R. lands are for sale at \$5.00 an acre in six or ten
annual payments with six per cent. interest.

H. B. Co. lands are for sale on easy terms at prices
according to location.

School lands are sold by public auction at times fixed by
Government.

Farms within 20 miles of Edmonton, \$10 to
\$25 an acre, according to location, quality
and improvements.